



NOTES:

1. USE CURRENT EDITION OF THE AASHTO A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS FOR DESIGN OF ROADWAY ELEMENTS NOT SHOWN ON THIS STD DWG.
2. USE CURRENT EDITION OF THE AASHTO ROADSIDE DESIGN GUIDE FOR CLEAR ZONE REQUIREMENTS NOT SHOWN ON THIS STD DWG.
3. FOR DECELERATION LENGTH:
RIGHT TURN - USE THE POSTED SPEED LIMIT AS THE DESIGN SPEED AND AN AVERAGE RUNNING SPEED OF 14 MPH.
LEFT TURN - USE THE POSTED SPEED LIMIT AS THE DESIGN SPEED AND AN AVERAGE RUNNING SPEED OF A STOP CONDITION.
ADJUST FOR SPEED CHANGES ON GRADES AS NECESSARY. DECELERATION LANE NOT TO SCALE.
4. FOR ACCELERATION LENGTH:
USE AN INITIAL RUNNING SPEED OF 14 MPH AND USE THE POSTED SPEED LIMIT AS THE DESIGN SPEED.
ADJUST FOR SPEED CHANGES ON GRADES AS NECESSARY.
5. USE STD DWG DD 14A FOR RIGHT TURN AND/OR LEFT TURN ACCELERATION LANES IF REQUIRED. USE "D" VALUES IN STD DWG DD 14A FOR DESIGN.
6. USE 4 FEET MINIMUM SHOULDER FOR RIGHT TURN DECELERATION LANE TAPER, RIGHT TURN STORAGE LANE, RIGHT TURN ACCELERATION LANE, AND RIGHT TURN ACCELERATION LANE TAPER. MATCH EXISTING WIDTH OF SHOULDER, WITH A 4 FEET MINIMUM, AT ALL OTHER SHOULDER LOCATIONS.
7. USE A 16 FEET MINIMUM ACCEPTANCE LANE FOR 50 FEET WITH A 15:1 TAPER WHEN RIGHT TURN ACCELERATION LANE IS NOT USED.
8. STANDARDS SHOWN ARE RECOMMENDED VALUES. EXCEED STANDARDS IF CONDITIONS PERMIT.
9. 12' LANE WIDTH DESIRABLE
10' MINIMUM LOW VOLUME LOW SPEED.
10. INCREASE VEHICLE STORAGE LENGTH AS DETERMINED BY ENGINEERING STUDY OR REGION TRAFFIC ENGINEER.
11. SEE STD DWG ST 5 FOR INFORMATION ON STRIPING DETAILS.
12. FOR POSTED SPEED ≤ 40 MPH $L = \frac{WS^2}{60}$
L = TAPER LENGTH IN FEET
W = WIDTH OF OFFSET IN FEET
S = SPEED IN MPH
13. PROVIDE A TWO WAY LEFT TURN LANE CONNECTING ADJACENT ACCESS POINTS WHEN THEIR TAPERS OVERLAP, OR AS REQUIRED BY THE REGION TRAFFIC ENGINEER.
14. SEE STD DWG DD 3, TABLE II, FOR DISTANCE "D".

[illegible]